

Docks.

HONGKONG AND WHAMPOA DOCK COMPANY.

THE COMPANY'S DOCKS, at ABERDEEN and WHAMPOA, are in full working order, and the attention of Shippers is invited to the advantages which this Establishment offers for the Docking and Repair of Vessels.

The following description of the Premises is submitted for the information of the Public.

ABERDEEN DOCKS.

DOCK NO. 1.

Bufts of GRANITE. Length, 330 feet. Breadth, 60 feet. Depth of water at Spring Tides, 18 ft. Do. NEW DOCK, No. 2.

Mouth of GRANITE. Length, 400 feet. Breadth, 80 feet. Depth of water at Spring Tides, 24 ft. Do. NEW DOCK, No. 3.

This Dock is now under construction.

WHAMPOA DOCKS.

DOCK NO. 4.

Bufts of GRANITE. Length, 550 feet. Breadth, 100 feet. Depth of Water at Spring Tides, 16 ft. Do. NEW DOCK, No. 5.

This can be used either, as one or two Docks.

DOCK NO. 5.

Bufts of GRANITE. Length, 340 feet. Breadth, 80 feet. Depth of Water at Spring Tides, 14 ft. Do. NEW DOCK, No. 6.

This Dock is in a state of alteration.

The above are the largest Docks in China, and they are fitted with every appliance in the way of Oilseams, power-driven Pumps, &c., to ensure safety and despatch in work.

DOCK C.

Bufts of Wood. Length, 290 ft. Depth of Water at Spring Tides, 14 ft. Do. NEW DOCK, No. 7.

Fitted with Cutlasses and Steam Pumps.

DOCK D.

Length, 300 feet. Depth of Water at Spring Tides, 18 ft. Do. NEW DOCK, No. 8.

D. and E. are small Docks available for small vessels, at very low rates.

DOCK E.

Length, 150 feet. Depth of Water at Spring Tides, 11 ft. Do. NEW DOCK, No. 9.

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WORKSHOPS.

The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery, and are equal to all the requirements of Large Ships, Planing, Screwing, Cutting, Punching Machines, &c., capable of executing work on the largest scale, and driven by steam. The Shipwrights are fully equipped with plant, and the work is entirely carried on under the Superintendence of experienced Europeans.

Powerful Lifts, Shears, ready to a Jetty, along with a large number of Forks, are available, and take in or out bottoms, made &c.

BOILERMAKERS' DEPARTMENT.

Men and Boys in addition to executing Repairs are prepared to tender for supplying new Boilers "Steam-ships," for constructing which they have great facilities.

FOUNDRY.

Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.

STORES.

The Company's Stores will (when required) supply at moderate rates all the necessaries for the use of the crew.

STEAM TUG.

Shipwork, such as Paint, Canvas, &c. The Company's powerful Steam Tug, drawn from the stocks of the Royal Engineers, is now ready to receive tenders from Hongkong to the Dock free of charge, and will take them back or to sea at reduced rates.

For further particulars, apply to G. N. MUNRO, Manager at Whampoa, or in Hongkong, 2nd.

D. LAPRAIK.

Staplers.—The Consuls of Maritime Powers, and those who desire to complete the work done in the Docks, or in any way respecting the Dock arrangements, should address the Secretary on the subject—when their complaints will receive the immediate attention of the Director of the Company.

Hongkong, 21st March, 1865.

DANES ISLAND DOCKS,

CONDUCTED BY GOW & CO.

ONE Dock, 210 feet long, can take in Vessels drawing 14 feet, at Spring Tides.

One Dock, 180 feet long, can take in Vessels drawing 11 feet, at Spring Tides.

There are Mooring Poles for the accommodation of Vessels and Creves for the loading and unloading of Vessels, &c.

All kinds of Ship, and Blacksmiths' Work done.

The Large Dock pumped out by an Engine.

The Proprietors beg to notify the Ship Owners, that the Vessels, &c., in their charge, for loading and unloading, are lower than any in China.

No Commissions charged upon any Metal or Stores supplied by the Ship.

JOHN BIAOH & CO.

Hongkong, or to D. JAMES BROWN, Manager, Whampoa.

Hongkong, 18th September, 1865.

POOOGHOW DOCKS.

MARSH POINT, RIVER MIN.

THE IRISH, respectively here to build, the Chinese, respectively here to build, the Ships.

that the above Grancio Phoebe Dock, is now ready to receive Vessels, its dimensions are as follow—length 300 feet, width 40 feet, depth 12 feet, and 12 feet of water at High Tides, average 18 feet. Near 15 feet.

The Dock is fitted with a Gang Way, and is pumped out by steam in two hours. The Shipwrights, and other contractors, are of experienced European Shipwrights, constucts a large Stock of American and other hardwoods, Oregon Pine Lumber from one end to the other, in thicknesses, from 1 to 12 inches, and in lengths, up to 100 feet.

Our partners, in connection with the above, is a Steamer Bay Mist to insure despatch to work.

The Builders' department, and the management of an experienced European, is also well supplied.

Dry Godowns, and a large Hulk for the reception of Cargo, or Stores.

JOHN C. SKYE,

Manager.

" 1168 Poohow, 18th April 1865.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY.

The Second and Fifth Floors (2500 per share) on the new Stock of the HONGKONG AND WHAMPOA DOCK COMPANY, is due on the 1st October next, and is payable at the "Agra" office, Hongkong, or at the office of the Manager, of which will be granted by the Manager.

By Order of the Directors.

D. LAPRAIK.

Secretary.

" 2172 Hongkong, 21st August 1865.

Docks.

UNION DOCK COMPANY OF HONGKONG AND WHAMPOA LIMITED.

THE Company respectfully beg to call the attention of Ship Owners, Agents, and Managers, to their Docks at Whampoa, and to their Workshops at Whampoa and BEPALE of Vessels of all classes, which completed four years ago, and are now in good Working Condition.

The Docks are pumped out by a Steam Pump in five hours, and are capable of taking Vessels drawing 18 feet, at Spring Tides.

The Work Shops comprise the different Departments of the Shipwright, Blacksmith, Boiler, Painter, and Fitter, and Foundry, and the Repair of Ships, Stammers, and Small Machinery.

The Storehouse, the different Depots, consist of the best Materials which can be supplied in the most reasonable Form.

A sturdy, well-preserved Lifting Share, alongside of which Vessels can lie and take up Mats, Bolts, &c.

Large Lifts, always in readiness to tow Vessels to the Docks, free of charge, and to tow them back to anchorage or to sea at Reduced Rates.

All Work carried on under the superintendence of experienced Europeans.

For further particulars, apply to J. B. ENDICOTT, Manager, at Whampoa.

N.B.—The Consuls or Masters of any Vessel

desiring to complain of the conduct of the Workshops, should address the Secretary of the Company at 850 Hongkong, 21st March, 1865.

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Extracts.

The American Civil War.

What the American Civil War is to the successful, what were termed the "negotiations," entered into at the instance of the Foreign Office with King Theodore of Abyssinia, it had not been suggested that Earl Russell, or any Foreign-officer, could have been present at court in 1849, and that in 1852 such action was referred much to the agency of the King. The public were led to infer that the "negotiations," were properly understood, would impel his theory to depict to his own country. But it appears that the successful "negotiations" upon which this Foreign-officer privately placed his name, only go to the conduct of General Charles, and the indecency of painful imprisonment. He still remains in the King's service under surveillance, and his services are to be rendered to the King, and his subjects, and he is sold as a prisoner. The so-called "negotiations" of the Foreign-officer with King Theodore simply mean that, as far as the British instant bulletins go, we have been made to believe that Carlo goes "unbroken" how to proceed. All that had been gained was permission by Mr. Russell to visit the King by a circuitous route which the King himself prescribed. We may suppose that Carlo has been released open for a month from the time mentioned. Whether Mr. Russell and Mr. Palmer would proceed by that route, or would go to Massawa, and then to Suez, or directly to England, we can only depend upon the instructions that would receive from the Foreign-officer. The King of Abyssinia, on his part, is reported to have a regular hill-train, and a number of British gunners, not merely for treating him with impunity, which the public thought was the head and front of their offending, but for the removal of the King, who was to be sent to England in 1849, or who, when Earl Russell is in safety responsible. The letter of Dr. Bok-silang against the Government's withdrawal of protection from the Abyssinian pilgrims in 1852, is sufficient to show the Foreign-officer's support of the independence of the King of Abyssinia. The exact terms of such a treaty, if made, cannot be known until the meeting of Parliament. We have no illustration of the unbreakable "middle and middle" state to which Earl Russell is so successful in reducing the foreign affairs of this country.—*Press*.

New Zealand.

We understand that General Cameron has received the New Zealand command, and it is very probable that he will arrive in New Zealand in a few days. By whom his place will be filled up or whether it will be filled up at all, we cannot tell. If the troops are to be brought home, general orders will be issued to the commanding officers, and every honourable soldier will be allowed to leave the country, and the command will devolve on Brigadier-General Grey, under the superintendence of General Chute, at M. Bourne. If we have to send out another force, or if the New Zealanders are to be sent home, some forth and express her willingness to serve again, under whatever circumstances, and if the men are not attributable to him, —*Press*.

Eral Russell and the Gaols Convention.

The signing of the Note that the circular on the Gaols convention attributed to Earl Russell by the *Independent* is a fabrication of that journal, would be very satisfactory; it only happens that the note was signed by Earl Russell, and the document will be filed up or whether it will be filed up at all, we cannot tell. If the troops are to be brought home, general orders will be issued to the commanding officers, and every honourable soldier will be allowed to leave the country, and the command will devolve on Brigadier-General Grey, under the superintendence of General Chute, at M. Bourne. If we have to send out another force, or if the New Zealanders are to be sent home, some forth and express her willingness to serve again, under whatever circumstances, and if the men are not attributable to him, —*Press*.

The Dispatch bearers.

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